

# GOSSIP OF MOTORISTS, MOTORISTS AND MOTORING

## SLAYS WANT TO FIGHT UNDER AMERICAN FLAG

Plans Formulated for Creation of Independent State.

Milan Marjanovich, now at the Mo-Alpin Hotel, says there are 100,000 of his countrymen here in the United States, trained soldiers, willing to enlist under the banner of Uncle Sam to drive the Kaiser's forces out of the Balkans.

Marjanovich is a member and delegate of the South Slavic Central Committee, of London and Paris, and director of the South Slavic National Council of the United States at Washington.

The South Slavic Central Committee represents about 5,000,000 Slavs from the southern part of Austria-Hungary and has for its mission the task of presenting to the world the aspirations of South Slavic people to unite into one democratic and independent state, together with Serbia and Montenegro, which have approximately 5,000,000 more Slavs.

This United South Slavic state is to embrace a territory inhabited by about 18,000,000 people. It will have fine harbors on the coast of the Adriatic.

The South Slavic Council of the United States represents about 1,000,000 South Slavic immigrants who have over 2,500 local organizations in all parts of America. Among the Slavs from the Adriatic coast provinces now here, are a large number of experts in wooden shipbuilding.

"We have organized a large confidential force which has been distributed in various industrial establishments throughout the United States to guard against Austro-German plots," Mr. Marjanovich said yesterday. "We have a large gymnastic organization with branches all over the United States which is now being engaged in training men for voluntary military units to be offered to the United States. We have inaugurated an extensive campaign among our people for the subscription to the 'Liberty Loan.' The ideals of American democracy are the ideals of our people and we look forward with hope that our volunteers may carry the American banner to the Balkan front."

"Our struggle is against Austro-German oppression. We are fighting for freedom and independence," he said. "Any separate peace with Austria-Hungary which would preserve her present integrity would be against the interest of the people. We southern Slavs from Austria-Hungary are anxiously awaiting the moment when America shall put an end to all Austro-German plans and Prussianism."

## Interesting Chats From Hotel Lobbies

"There will never be a bread famine in the United States," declared J. McAndrews, of Claude, Texas, at the Raleigh last night, who is one of the largest owners of wheat fields in the Panhandle section of that State.

"Even though the nation falls down in its production of wheat, it will produce millions of bushels of corn, rye and barley which will more than make up for the lack of wheat if there is any. A bread famine," he declared, "would be impossible even if the wheat crop were cut in half."

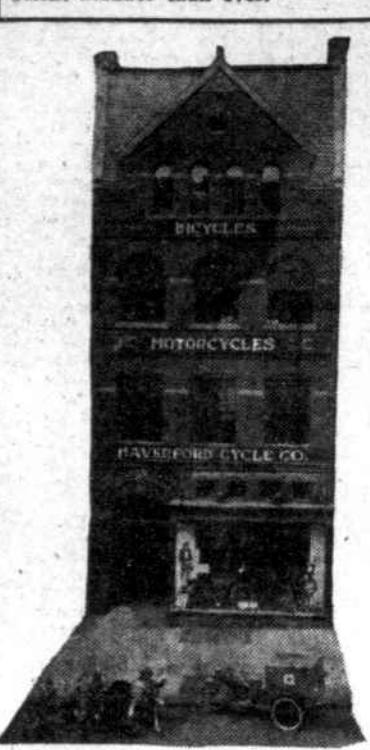
"Some very amusing incidents have developed since the prohibition law went into effect in Virginia," remarked Eustace Dunklee, of Richmond, Va., at the Willard, who is a representative of the American Express Company in that city.

"Under the law, citizens are permitted to receive one quart of liquor each month, and the express companies are required to keep a careful record of such shipments. However, there are those in Virginia who feel that one quart a month is entirely too small."

"One of the most popular means of overcoming this," he said, "is to have a friend send for the liquor. This works out alright when the friend is loyal to the proposition and uses his real name, but frequently the purchaser forgets the name under which he ordered the wet goods. This is especially true of colored men."

The express companies in Richmond will pour a daily flood of liquor into the sewer, something in December in order to comply with the law that the packages of liquor which can not be obtained legally shall be disposed of in such manner.

THE NEW HOME of the Haverford Cycle Co., 522 Tenth street northwest, just opposite their former location. Here they have doubled the amount of floor space, and now have 4,000 square feet. This will afford them the opportunity of serving their many friends and patrons in a more efficient manner than ever.



## MAXWELL CO. PLANS FUEL ECONOMY TEST

Great Contest to Be Staged Wednesday in U. S. and Canada.

Residents of Washington will soon be in possession of the figure, in the largest and most extensive gasoline economy test ever staged by an automobile company.

They will also have the added interest of seeing the name of H. B. Leary, Jr., 1321 Fourteenth street northwest, as a competitor.

On Wednesday in every State of the Union and in many of the Canadian provinces, will be held the National Maxwell Gasoline Economy Proof Day, on which date proof will be offered the people of the country that the Maxwell is the most economical car to operate. The contest, planned to give every Maxwell distributor an equal chance, is divided into classes of cities according to population, there being five of these. Each Maxwell distributor and dealer will enter two cars, these cars being "borrowed" from Maxwell owners in his town. There will be four passengers, including the driver, in each car and special certified one-gallon gasoline cans have been prepared and sent out to participants in this stupendous run. These cans will be attached to the windshield and connected with the carburetor. Observers, chosen from public officials and newspapermen, will certify to the results.

The winner will be that distributor or dealer who, on a single gallon of gasoline, attains the greatest mileage. The prizes offered total \$5,000 in gold and, in addition, there is the National Maxwell Championship Economy Cup, a handsome gold and silver trophy which will go with first money prize.

## CAN SURPLUS FRUITS, ADVISES UNCLE SAM

Don't let valuable surplus fruits and vegetables go to waste. Adults and children in a very few hours, with little other home equipment than a wash boiler and cans and jars, can preserve much valuable perishable food for next winter's use. So says the Department of Agriculture.

The simple one-period cold-pack method described is that taught by the Department of Agriculture for the boys and girls of the canning clubs in the Northern and Western States. With this method, thousands of boys and girls each season put up vast quantities of fruits and vegetables. With this method, practically every vegetable and fruit grown in this section can be canned.

## SELF HELPS FOR THE NEW SOLDIER

Practical Home Hints on Military Training that Will Stand You in Good Stead When You Are Called to the Colors.

By A UNITED STATES ARMY OFFICER.

### The First Lesson of the Soldier

The first thing of all that the young American of the New Army will be taught, and must learn thoroughly if he is to serve his country efficiently as a soldier, is obedience—obedience expressed in discipline.

Discipline is the fundamental of the soldier. Discipline is not punishment. Discipline is not the goose step. Discipline, in the proper sense, is control—control for a definite purpose. Obedience is merely the aid to the control, such control. And to make the system of discipline to the private to the army corps, the discipline of the soldier must begin with the discipline of himself.

Obedience, or discipline, is not intended to convert a man into an unthinking machine. A soldier who can think is twice the soldier who cannot. The most efficient National Guardsman on the border, or the most efficient soldier in the line, is the one who is supplied with a man with the machinery of action after his thoughts have been blasted to pieces by shells. His motions must be ingrained—automatic. This is attained through steady drill, the routine of camp, and the "School of a Soldier."

No man is fit to command who has not first learned to obey command. In the nature of things, will fall to those who obey most quickly, most intelligently. Discipline, to the young American soldier, will be manifest in his conduct; in the way he carries himself—the poise of his head, the erectness of his shoulders. It will be evident in the neatness of his clothes; the care with which he

buttons his uniform; in the way that he ties his shoes. It will be evident in the degree that he keeps himself washed and brushed; in the scrupulous fashion in which he dresses his coat, his kit, his quarters. It will be obvious in the conscientious manner in which he attends to all the routine duties of the day; in his observance of the code of military etiquette.

Discipline of this character runs through the whole day, except when a man is off duty, and then he can be as care-free as he likes. But a man whose mind and muscles have had the training of a soldier no longer finds himself at ease in the old slouchy, sloppy manner of the boy of the street corner. His body, corrected, becomes the figure that nature intended, both walking or sitting.

The fact that discipline runs through the day—and the night—is important. That is the method by which it becomes a habit. If discipline were confined to marching or drilling, then it would impress itself only when marching or drilling at other times to be forgotten. This would not save the situation if the camp were attacked by surprise. The point is simply this: the soldier learns pieces by pieces. His motions must be ingrained—automatic. This is attained through steady drill, the routine of camp, and the "School of a Soldier."

Tomorrow's article will explain the soldier's place in a group formation.

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## FRENCH AID COMMITTEE OPENS CAMPAIGN HERE

With the co-operation of the French government, the French Restoration Fund has opened temporary headquarters at the Hotel Powhatan and is making plans for a national campaign.

Mrs. Cecile Sartoris, wife of Algernon Sartoris, grandson of Gen. Grant, represents the fund in Paris, and James Keating, former editor of Hampton's Magazine, is in active charge of the American end. The committee in America is headed by former President Taft and Cardinal Gibbons, while President Taft's son, the Hon. Charles Taft, is in charge of the French end. The acting committee in Washington is presided over by Mrs. Henry F. Dimock, with Mrs. James Carroll Fraser as vice chairman, and Mrs. Theodore Boynton, secretary.

The fund has arranged for a series of entertainments which will be given as benefits first in Washington and later throughout the United States. The first of these will be the appearance of Isadora Duncan at the Belasco Theater at 4 o'clock next Thursday afternoon. This will be followed in a few weeks by the French Symphony Orchestra which will appear here and then go tour.

France is preparing a loan of the best of its museums of fine art can afford to be brought to America, giving Americans an opportunity to see many masterpieces that heretofore have been viewed only in Paris. Finally, the French Restoration Fund will make this summer, under the direction of the French government, motion pictures of the devastated region. They will be shown throughout America.

## AUTOMOBILE LICENSES.

1917—Robert Olin, 1831 Wyo. ave.; Packard 1917. 1916—Mrs. J. O. Donoghue, The Burlington; Chevrolet 1917. 1915—W. W. Williams, 833 E. St.; Saxon 1915. 1914—E. W. Wynkoop, Vienna, Va.; Roe 1914. 1913—Anne W. McKinn, Baltimore; Packard 1913. 1912—Mrs. W. Booth Boon, Mitchellville, Md.; Ford 1912. 1911—Wm. W. Davis, Baltimore; Saxon. 1910—Lynd & Barry, 32 E. St.; Ford 1910. 1909—W. L. O'Connor, Baltimore; Studebaker 1909. 1908—L. B. Stewart, Baltimore; Paige 1908. 1907—David J. Ransom, Baltimore; Buick 1907. 1906—J. Maurice Buchhalter, Baltimore; Chevrolet 1906. 1905—United States Army; White 1905. 1904—United States Army; White 1904. 1903—United States Army; White 1903. 1902—United States Army; White 1902. 1901—H. S. Dally, Brooklyn, Md.; Ford 1901. 1900—Portland Hall, 124 E. St.; Ford 1900. 1900—O. Stevens, 23 Wyatt Bldg.; Ford 1900. 1900—W. G. Lewis, Baltimore; Cadillac 1900. 1900—M. O. Lewis, Baltimore; Cadillac 1900. 1900—Jas. Locke, Baltimore; Interstate 1900. 1900—W. H. D. Wardell, Yorkville, Md.; Cadillac 1900.

1905—Jon. S. Bignow, Jr., Riverview, Md.; Ford 1905. 1904—Ella G. Wheatley, Potomac, Md.; Dodge 1904. 1903—Thos. P. McCormick, Baltimore; Ford 1903. 1902—Jas. S. Briggs, 27 9th st. ne.; Ford 1902. 1901—John. M. Young, Chantilly, Va.; Ford 1901. 1900—C. A. Wilkes, 1401 Madison, Md.; Ford 1900. 1900—Herbert B. Hoover, Willard Hotel; Hudson 1900. 1900—Gordon Marney, Cherrylea, Va.; Ford 1900. 1900—J. R. Pickett, Omg. Hall Bldg.; Ford 1900. 1900—J. M. Keeton, Mt. Rainier, Md.; Ford 1900. 1900—Col. Rickett & Co., 330 Cedar st.; Ford 1900. 1900—C. D. Carter, 1209 Kalamazoo; Studebaker 1900. 1900—Paul Weston, The Sherman; Studebaker 1900. 1900—S. B. Ham, 1308 Dene pl.; Buick 1900. 1900—O. Edgar Parsley, Crookville, Md.; Ford 1900. 1900—Beattie B. Warren, Orono Hill, Md.; Dodge 1900. 1900—J. O. Chaney, Chaney, Md.; Ford 1900. 1900—Mrs. C. M. Moore, 1145 17th st.; Chevrolet 1900. 1900—24-25-26-27-28-29—Washington City Postoffice; Ford. 1900—Claude Bourbons, 95 D St.; Dodge 1900. 1900—United States Army; Ford 1900. 1900—Randolph Barton, Baltimore; Chalmers 1900. 1900—Jas. F. Rodgers, 210 E. St.; Ford 1900. 1900—C. W. Kennard, 1001 B. I. ave.; Ford 1900. 1900—R. N. Thomas, British Embassy; Ford 1900. 1900—R. N. Koberger, Woodward Bldg.; Packard 1900. 1900—George Helmer, Baltimore; Cadillac 1900. 1900—P. H. Grestor, 303 E. St.; Ford. 1900—K. Hartung, 841 Condit st.; Ford 1900. 1900—Margaret E. Thompson, The Dresden; Chandler 1900. 1900—E. O. Ulrich, 2631 1st st.; Owen 1900. 1900—W. L. Lichowicki, Hotel Powhatan; Madison 1900. 1900—J. J. Jocko, 1602 Meridian st.; Ford 1900. 1900—Geo. Elliott, 1240 10th st.; E. M. F. 1900. 1900—Adelbert A. Porey, 1244 10th st.; Ford 1900. 1900—J. F. Bailey, 289 12th st. ne.; Maxwell 1900. 1900—W. F. Candler, 1108 18th st.; Chevrolet 1900. 1900—Chas. W. Elliott, Baltimore; Overland 1900. 1900—L. O. Dullery, Southern Bldg.; Hudson 1900. 1900—B. S. Williams, Baltimore; Oak 1900. 1900—Nora P. Bruns, 3005 Morrison; Ford 1900. 1900—Laura B. Glenn, 94 S. st.; Maxwell 1900. 1900—54-55-56-57—Motor Company of Washington, 24th and M st.; demonstrating. 1900—P. F. Canby, 109 E. St.; Ford 1900. 1900—Michael J. Lynch, 118 Monroe; Ford 1900. 1900—H. Wilson, 3402 Albemarle; Ford 1900. 1900—Jas. E. Snyder, 103 E. St.; Ford 1900. 1900—Margaret M. Berry, The Farnham; Saxon 1900. 1900—Richard M. Hadden, Peonon, Md.; Buick 1900. 1900—B. R. Rigles & Son, 600 11th st. se.; Ford 1900.

## MOTORCYCLE LICENSES.

1917—S. A. Pike, 603 E. St. ne.; Smith 1917. 1917—Leonard Mathews, 2129 12th st.; Indian 1917. 1917—J. J. Sullivan, 1122 H. St. ne.; Merkel 1917. 1917—H. Kramer, 180 H. St. ne.; 1917. 1917—H. S. Snowden, Baltimore. 1917—Reuben H. Cox, 120 10th st. se.; Excelsior 1917.

## ENGLAND TO REGULATE COAL.

London, May 20.—The government is considering the rigid regulation of the supply and price of coal. It has taken over the coal mines, but finds that there is much wastage of coal among householders and plans to extend its powers over its distribution.

## BROWNLOW TO GREET INCOMING VETERANS

Commissioner Louis Brownlow, acting president of the Board of District Commissioners, will welcome the Sons of Veterans who convene in Washington for the thirty-first annual encampment at the May 20-21, Tuesday, June 19, at the Ebbitt House.

Three past commanders of the Sons of Veterans, U. S. A., have been extended invitations to attend the encampment and deliver addresses. They are Col. Harley V. Speelman, Maj. Edward H. Campbell, and Col. Edgar Allen, Jr. A similar invitation has also been sent to Commander-in-Chief W. T. Church.

The Maryland Division Auxiliary will meet with the Sons of Veterans, and will be entertained by the local camps.

## POOR OF ATHENS STARVING.

London, May 20.—In addition to the bread famine that prevails in Athens, there is a great scarcity of other foodstuffs. Reuters' correspondent at Athens telegraphs. Scarcely any meats or vegetables are on the market and the small existing stocks are selling at exorbitant prices, making the condition of the poorer classes pitiable.

## PATRIOTIC EXAMPLE SET BY MOTORISTS

Washington Auto Owners Working for Best Military Roads.

Now that their country is at war, and asking every loyal citizen to do his or her bit, Washington motorists are setting an example in patriotism that persons of all other brotherhoods could well emulate. In addition to holding their cars ready for service, they are giving heed to the now nationally disseminated warning that unreasonable tightening of the purse strings will have a tendency to upset the financial equilibrium of the country.

Evidence that the local car owners have no intention of becoming panicky and curtailing their expenditures because of the increased taxation and high cost of living facing them, is found in their continued applications for membership in the A. A. A. District of Columbia Club.

During the forty-three days which have elapsed since the United States entered the war, 165 new members have been added to the club, of which number twenty-seven came in during the past week.

"The flood of applications for membership now being received," comments one official, "is construed to mean that motorists generally are aware of the good roads work our organization is doing. They want to help to help. And they want to help not alone for the personal pleasure they may derive from motoring over good roads, but because they appreciate the fact that the miles and miles of good highways the automobile club of the country have helped to build now loom up as one of the country's biggest assets in its military defense preparations."

The newest members are as follows: J. M. Burrell, Ernest H. Hall, Coolidge, Thomas P. Littlepage, Dr. Z. B. Babbitt, Frank H. Farlin, J. J. A. Kreutzlin, Horatio B. Hollifield, Charles D. Drayton, Paul Dulaney, J. H. Fishback, O. B. George, John E. Laskey, Mrs. G. Lohrhop, Bradley, Denwood, S. White, Perley Spaulding, C. E. Clark, U. S. N. A. H. Plant, Dr. F. Sherman Echols, Malcolm R. Macdonald, John S. Morrison, Carl S. Scofield, McClure Kelley, G. H. Fowell, J. N. Baker, and Mrs. Laura C. Williams.

## RED CROSS WILL GET AUTO RACE PROCEEDS

The proceeds of the automobile races to be held at Benning track on Decoration Day, are to be donated to the Red Cross Society.

Workers are now engaged in putting the track in shape for the meet. It is hoped to make it possible to clip at least five seconds from the track time of 57 seconds. Entries are coming in as fast as can be expected. To date more than a dozen have been received and all are from cars that are specially built for racing. In all there will be five events, three cubic-inch displacement events, one free-for-all, and a twenty-mile nonstop race.

## SOLDIERS CAN'T DRINK UNLESS FRIENDS BUY

The navy has to buy drinks for the army now. Since the selective draft bill has been signed by the President, it is now unlawful to sell "any intoxicating liquor, including beer, ale, or wine," to any officer or soldier in uniform. As all officers and enlisted men are now in uniform by official order, they must go dry, unless their friends "set 'em up." And there is nothing to prevent this. For while the bill originally made it unlawful "to sell, furnish or give away," liquors to the uniformed men, the words "furnish or give away" were struck from the completed bill.

There are no regulations now to prevent the sale of liquor to naval officers and enlisted seamen, but it is thought that legislation along this line may be passed.

## HERALD'S BLUE LIST OF USED CARS

### MILLER BROS. Auto and Supply House

1405 H St. N. W. Phone Main 6097.

**DORT ROADSTER**—Electric lights and self-starter; fine equipment; in good shape, almost like new. Will demonstrate anywhere. This is a rare bargain in a light car. \$325

**1917 STUDEBAKER**—7-passenger, 4-cylinder Touring Car, equipped with self-starter and electric lights; tires in fine condition; has been run about 2,000 miles; numerous accessories. \$795

**PACKARD LIMOUSINE**—A high-grade car in elegant condition, recently thoroughly overhauled. Adaptable for either hiring-out purposes or undertaking establishment. \$400

### CHEVROLET MOTOR COMPANY, OF NEW YORK, INC.

1218 Connecticut Avenue N. W.

**CHEVROLET**—6-pass.; fine shape; extra tire. \$450

**CHEVROLET**—Baby Grand; newly painted. \$325

**CHEVROLET**—Baby Grand; with starter. \$350

**D. B. GISH, INC.**

1529 M St. N. W. North 331.

**HUPMOBILE**—32 touring; good condition. \$350

**HAYNES**—1916; demonstrator; refinished; guaranteed. \$1,200

**HUPMOBILE**—Model K, roadster; winter and summer top. \$650

**WICHMAN**—Touring; electric lights and self-starter; tires in good condition.

**STANDARD AUTO SERVICE CO.**

320-322 Pa. Ave. M. 772.

**VIN TRUCK**—with jitney body.

**FURNITURE BODY**—For truck; in good condition.

**THE COOK & STODDARD CO.**

1138-40 Conn. Ave. North 7810-11.

USED cars of various makes. Condition guaranteed. Prices reasonable.

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Phone West 718.<br><br><b>BUICK—</b><br>EMERSON & ORME.<br>1620 M st.<br>Phone N. 8780.<br><br><b>CADILLAC—</b><br>COOK & STODDARD.<br>1138-40 Conn. ave.<br>Phone North 7810.<br><br><b>CHALMERS-NATIONAL—</b><br>COMBS MOTOR CO.<br>Vermont ave. at H st.<br>Main 8761.<br><br><b>COLE—</b><br>HENDERSON-ROWE AUTO CO.<br>1012 14th st.<br>Main 2076.<br><br><b>ALLEN—</b><br>HENDERSON-ROWE AUTO CO.<br>1012 14th st.<br>Main 2076.<br><br><b>KISSEL-KAR—</b><br>HENDERSON-ROWE AUTO CO.<br>1012 14th st.<br>Main 2076.<br><br><b>HAL—</b><br>JENNINGS MOTOR SALES CORP.<br>1315 N. Y. ave.<br>Main 2409.<br><br><b>RAYNES—</b><br>"America's Greatest Light Six." Two models; three body styles. Hayes Motor Co., Inc. 1629 M st. Tel. N. 931.<br><br><b>APPERTON—</b><br>JENNINGS MOTOR SALES CORP.<br>1315 N. Y. ave.<br>Main 2409.<br><br><b>CROW—</b><br>JENNINGS MOTOR SALES CORP.<br>1315 N. Y. ave.<br>Main 2409.<br><br><b>STUTZ—</b><br>JENNINGS MOTOR SALES CORP.<br>1315 N. 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OF AMERICA.<br>1124 Conn. ave.<br>North 2050.<br><br><b>MARION-HANDLEY—</b><br>PREMIER SALES CO.<br>1620 Conn. ave.<br>Main 7253.<br><br><b>MARION-SCHRIFFS-BOOTH—</b><br>T. V. T. CORPORATION.<br>Dupont circle.<br>North 7527.<br><br><b>MAXWELL—</b><br>H. E. LEARY, JR.<br>1221 Fourteenth st. Phone N. 4434.<br><br><b>OAKLAND—</b><br>WASHINGTON-OAKLAND CO., INC.<br>932 14th st.<br>Main 687.<br><br><b>OLDMOBILE—</b><br>POLLOCK CAR CORP.<br>1018 Conn. ave.<br>Main 7357.<br><br><b>PAIGE—</b><br>SELBY CO.<br>1805 14th st.<br>North 3749.<br><br><b>PIERCE-ARROW—</b><br>FOSS-HUGHES CO.<br>1141 Conn. ave.<br>North 3403.<br><br><b>REGO—</b><br>TREW MOTOR CO.<br>1337 14th st.<br>North 5110.<br><br><b>STEARNS-KNIGHT—</b><br>POTOMAC MOTOR CAR CO.<br>1224 Conn. ave.<br>North 2000.<br><br><b>WESTCOTT—</b><br>E. J. QUINN MOTOR CAR CO.<br>1112 14th st.<br>North 942.<br><br><b>WHITE—</b><br>THE WHITE CO.<br>1231 16th st.<br>North 1212.<br><br><b>OVERLAND-WILLYS-KNIGHT—</b><br>HARPER-OVERLAND CO.<br>1128-30 Conn. ave.<br>North 4614.<br><br><b>WINTON—</b><br>T. LAMAR JACKSON.<br>14th and R sts. nw.<br>North 3862.<br><br><b>PULLMAN—</b><br>C. J. WARNICK.<br>6th and N sts.<br><br><b>PACKARD—</b><br>THE LUTTRELL CO.<br>1214 New Hampshire av.<br>Phone West 985.<br><br><b>SAXON—</b><br>RECORD AUTO CO.<br>621-3-5 Mass. av. nw.<br>Phone Main 23-24.<br><br><b>STUDEBAKER—</b><br>THE COMMERCIAL AUTO SUPPLY CO.<br>119 Fourteenth st. Phone Main 2174.<br><br><b>VILLIE—</b><br>TUNGER MOTOR CO.<br>1136 Conn. av. | <b>COMMERCIAL TRUCKS—</b><br>3-ton. Phone N. 2329 for demonstration. JOHN R. PENDLETON CO., rear 1110 18th st. nw.<br><br><b>LITTLE GIANT TRUCKS—</b><br>CHICAGO PNEUMATIC TOOL CO.<br>471 Mo. ave.<br>Main 5875.<br><br><b>SMITH FORM-A-TRUCKS—</b><br>RECOVER AUTO CO.<br>631-32 Mass. ave.<br>Main 2445.<br><br><b>VIN-WILCOX TRUCK—</b><br>SEMMES MOTOR CO.<br>1134 Conn. ave.<br>North 4017.<br><br><b>TUNFORD—</b><br>FEDERAL AUTO SUPPLY CO.<br>476 Pa. ave. nw.<br>Main 2445.<br><br><b>HUPFORD—</b><br>E. H. HAUER.<br>300 Pa. ave.<br><br><b>JEFFERY—</b><br>HURLEY MOTOR CO.<br>829 14th st.<br>Main 6159.<br><br><b>WHITE—</b><br>WHITE MOTOR CO.<br>1221 20th st. nw.<br>North 1212.<br><br><b>AUTOCAR—</b><br>AUTOCAR SALES AND SERVICE CO.<br>1018 14th st. Main 6216.<br><br><b>WITT-WILL—</b><br>WITT-WILL CO.<br>52 N. st. ne.<br>Lincoln 1921.<br><br><b>G. M. C. TRUCKS—</b><br>G. M. C. TRUCK AGENCY.<br>Rear 1806 E st. nw.<br>Main 7849.<br><br><b>FEDERAL TRUCKS—</b><br>COMMERCIAL GARAGE.<br>303 6th st. nw.<br>Main 3650.<br><br><b>MAK—</b><br>KENT MOTOR CO.<br>711 13th st.<br>Main 3534.<br><br><b>FEDERAL TRUCKS—</b><br>One to five tons; 400 body. Phone K. 98 for demonstration. JOHN R. PENDLETON CO., rear 1110 18th st. nw. |
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|  |   | <b>EXCELSIOR—</b><br>HAVERFORD CYCLE CO.<br>523 Tenth st. nw.<br>Main 1558.<br><br><b>INDIAN—</b><br>OSBORN & LEISHEIR.<br>828 Ninth st. nw.<br>Main 7069.<br><br><b>MERKEL—</b><br>HARRY F. SEAMARK.<br>Southeast corner 6th and G sts.  |   |